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The Daily Press.

HONGKONG, OCTOBER 19TH, 1911.

We reproduce to-day from *Eastern Engineering* an article on "The Progress of British Enterprise in China" which is well worth attention, especially in the Foreign Office and the Board of Trade. The writer, a Mr. EDWARD BRIGGS, who is apparently well-known in engineering circles in North China, in spite of the heading given to the article, suggests that there is a tendency to decline rather than progress exhibited in British enterprise in China, and the object of the article may be said to be to point out that our educational activities in China are misdirected. Every year, as he says, many thousands of pounds of British money find their way into China, for educational purposes, but Mr. BRIGGS affirms that the money is not spent to the best advantage. "Germany and other countries," he remarks, "are also spending large sums of money in China for the same purpose, but the difference between the German method and our own is that every penny spent by those countries on Chinese Education is laid out definitely and intelligently with a view to producing certain results which will benefit the business man of the Vaterland, while ours is too often squandered irrationally without any system or forethought, and will produce no such results." He goes on to say that perhaps the best instance to emphasise this point is to be found in the proposed new Universities to be provided by British

Capital in China. "From all accounts," he says, "the system of Education to be employed there is of the higher class," by which he evidently means that the education will be along Oxford or Cambridge University lines. So far as the Hongkong University is concerned—and Mr. BRIGGS set forth the objects of the University it is explicitly stated that the model on which the University will be based will approximate rather to that of Birmingham or Leeds than to that of Oxford or Cambridge or Calcutta. "Our Faculty of Science should deal rather with the application of science to industries and with its commercial utility, than with its abstract and theoretical branches." The many special advantages Hongkong has to offer in this connection have been frequently emphasised. Sir FREDERICK LUGARD in his Memorandum observed that the dockyards and electrical and other works in the Colony will afford practical instruction which can hardly be rivalled in China for very many years, while "in the Medical Faculty more especially, Hongkong can offer facilities for practical anatomy in the dissecting room which Chinese prejudice, at present, at any rate, precludes in China." Mr. BRIGGS in writing as he has done of University projects in China must have left out of his consideration the most important and the most promising of them all. In the Hongkong University-Medicine will take the first place, because the Hongkong College of Medicine forms the nucleus of the scheme. Applied Science comes next, and the University in the years to come should be of incalculable service to China in training up Engineers, Surveyors, Electricians, &c., for the railways and the mechanical works which are now being inaugurated in every part of the Empire. The establishment of a Degree of Arts is a subject for future consideration, but we are by no means in agreement with Mr. BRIGGS in belittling the value of this branch of education which is intended to include subjects of practical utility, International Law and Treaties, Geography, Comparative History, and Chinese Literature and Classics. Nothing is more certain than that the present convulsion in China will advance the cause of good government, no matter whether the Empire remains under Manchu rule or becomes a congeries of Republican States. An anti-dynastic rising means revolt against misrule. It is maladministration that has bred and fed discontent and rebellion, and China's supreme need therefore is government by officials who combine high character with enlightened views. Inasmuch as industrial commercial progress is so largely dependent on the character of the administration, it is as important that the Universities now being established should turn out capable men for employment in the government of China as it is that they should furnish men with theoretical and practical knowledge for the vast field of engineering work which is gradually being opened up, and we trust that in due time among the alumni of the University of Hongkong will be found administrators and statesmen as well as engineers and doctors.

H.M.S. *Astron* arrived yesterday from Yokohama. The *Minotaur* is at Amoy.

We learned from the Colonial Secretariat last evening that the quarantine imposed against arrivals from Amoy has been withdrawn.

Major A. S. Begbie, 8th Rajputs, arrived at Hongkong on 11th October, and assumed Command of the regiment the following day.

Capt. W. H. Johnston, General Staff Officer, 3rd Grade, arrived on the 16th instant from Tientsin, for duty with the General Staff branch.

At the Magistracy yesterday Mr. Haselard fined sixteen gamblers, who were arrested in a village near Shaikwan, 33 each, or seven days' imprisonment, for playing a gambling game.

For stealing a jacket from 220, Queen's Road East, Mr. Haselard at the Magistracy yesterday sentenced a Chinese to six weeks' imprisonment and four hours' stocks. Another native was charged before his Worship with selling opium at Wanohai, and was ordered to pay a fine of \$50, the alternative being one month's imprisonment.

It is reported that the Japanese Government contemplate the installation next year of wireless telegraph apparatus on twenty steamers employed in European and Australian services, also the establishment of two new stations. One of the latter is to be situated off Noto in the Sea of Japan and the other in the Inland Sea. The estimated cost is Yen 200,000.

Mr. E. Cornwall Lewis, who has been acting Postmaster-General since Mr. Masser went on leave, left by the *Derfflinger* yesterday for London, acting on the advice of his medical adviser, Mr. Lewis deeply appreciated the many kind inquiries made during his recent illness, and we are pleased to mention that his hurried departure precluded him from sending replies.

Northern papers state that the Viceroy of Canton recently sent a memorial to Peking setting forth views in opposition to an order for the abolition of the old-style provincial troops. The Viceroy contends that it would be unwise to insist on this order while the modern troops are numerically weak and half-trained.

The sailing ship *Eclipse*, which arrived at Hongkong some months back with a cargo of case oil for the Standard Oil Co. of New York, started on her return trip to New York yesterday morning. The voyage takes approximately 140 days under ordinary conditions, but given favourable winds and a medium of luck it is possible to reduce that period by some days. Captain White, who is in command of the *Eclipse*, has made several voyages to Hongkong, and is one of the most popular sailing skippers visiting the port. His many friends in Hongkong wish him a safe and speedy voyage.

REVOLUTIONARY DISTURBANCE IN HONGKONG.

A disturbance, which was happily nipped in the bud by the police before it had time to grow to any alarming extent, occurred in the City yesterday morning. Yesterday was the anniversary of the birthday of Confucius, and was observed as a holiday by many Chinese merchants, whose closed shops were decorated with flags. Among the bunting naturally figure early in the day the Imperial flag of China and it was the flying of this flag which started the trouble.

The police at West Point first became aware of the revolutionary tendency of the mob. Policemen on duty saw it gathering and wending its way along the principal streets, but were at a loss to understand the cause of the commotion until they observed the hauling down of a number of Dragon flags. At about 11 a.m. there was a great uproar in the vicinity of the Supreme Court, and the police who rushed out to restore order saw a gathering of about 400 Chinese bent on tearing down the Imperial flag from any scheme of decorations in which it was a part. Two of the ringleaders of the mob were arrested, and the crowd itself was promptly scattered. A special patrol of police was then put on duty, and the small disturbance which might have developed into a riot was soon ended.

THE SLAVE TRADE OF CHINA.

INTERESTING DEED OF SALE.

The following interesting Chinese deed of the sale of a girl was read in the course of the hearing of a kidnapping case before his Honour the Acting Chief Justice and a jury at the Supreme Court yesterday:

"The mediators of (this) perpetual deed for the absolute sale of a niece (the daughter of sister-in-law) are Chan A Ping (her) maternal uncle and Lan Shi his (Chan A Ping's) wife, native of Tsung Shing district, and Li Lai Tai, the girl's eldest sister. On account of urgent necessities (Li Lai Tai) was willing to let her younger sister named Li Kiu Tai, born at the Tsun hour on the 26th day of the 2nd moon of the Ki Hoi year be first (offered for sale) to clansmen and others alike; but none of them would like to buy her. Then by the introduction of mediators—Tsang A Han and Shui A Kwai—of the Ip Tak Wo Tong, it is agreed by them to accept the sale (of the girl) as a servant. It is distinctly agreed that the consideration price is \$125, each at the weight of 7 (mao) 1 (candareen). It is expressly agreed to in the presence of three parties and with the consent of both sides. The transaction has this day been completed in the presence of all parties. The deed (and consideration) money have been mutually handed over without leaving anything owing. After the sale the buyer shall be at liberty to alter her name for service, and when she grows up to open negotiation for her marriage. Should there be any doubt as to her antecedents the vendor and the mediators shall have to clear it, and the purchaser is not to be concerned (in the matter). Either party must regard all mishap or kidnapping, if any, as the will of heaven. After purchasing this it is not a case of kidnapping, fraud, compulsion, or in satisfaction of a debt, etc. Lost words of mouth should bear no evidence, this deed of sale is clearly made and handed over to the Ip Tak Wo Tong to be kept as proof.

Really received by the hands of Chan A Ping and his wife Lau Shi the sum of \$125, each at the weight of 7 (mao) 1 (candareen) being the consideration money for sale of the girl.

Mediators Tsang A Han (finger mark), Shin A Kwai (finger mark).

The person making this deed for sale of girl Chan A Ping's own pen. Lai Shi's finger mark.

Sun Tung third year intercalary, 6th moon 30th day.

THE KING OF SIAM'S CORONATION.

KING GEORGE'S REPRESENTATIVE.

The King has selected his Serene Highness Prince Alexander of Teck, G.C.B., G.C.V.O., D.S.O., to represent his Majesty at the Coronation of the King of Siam in December next.

His Serene Highness will be attended by the following gentlemen:—Lieutenant-General Sir J. M. Grierson, K.C.B., C.V.O., C.M.G. Vice-Admiral the Honourable Stanley Colville, C.V.O., C.B., and Mr. Bailey Alston, of the Foreign Office.

The *Times* says it has reason to believe that Mr. Alston will not return to the Foreign Office after the ceremony in Bangkok, but will proceed to Peking to take the place of Mr. W. G. M. Müller as Counsellor of the Legation. Mr. Müller, who is at present in England on leave of absence, will take Mr. Alston's place at the Foreign Office.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE REVOLUTION.

FIGHTING BEGUN.

PEKING, October 18th.

Reports received at the Legations state that a rebel force crossed from Wuchang yesterday evening, proceeded up the Han river, and is attempting to take General Chang Piao, whose camp is near the Belgian Concession, in the rear.

Fighting between the rebels and the Imperialist troops and gunboats began this morning, but the result has not been ascertained.

Women and children have been advised to leave Hankow.

[General Chang Piao was in charge of the garrison at Wuchang when the rebels captured the city, and managed to escape, when his troops mutinied. He was cashiered by Imperial Edict but presumably, like the Viceroy, he has been given an opportunity to retrieve his reputation.]

["THROUGH REUTER'S AGENCY."]

STRENGTH OF THE FORCES.

LONDON, October 18th.

Two thousand Wuchang rebels with batteries have crossed the Yangtze and disappeared up the Han river.

It is estimated that 4,000 Imperialist troops are North of Hankow. They are splendidly drilled and equipped, and are now in the vicinity of the Race Course awaiting re-inforcements.

The rebels at Wuchang are marching to attack the Imperialists, and a battle is believed to be imminent.

Admiral Winslow has arrived at Hankow in H.M.S. *Albatross*, and five extra foreign warships have arrived there.

FALL OF NANKING EXPECTED.

LONDON, October 18th.

Reuter's correspondent at Peking wires that the American Consul at Nanking telegraphs that the fall of that city is imminent, and requests the despatch of a warship.

Reuter's correspondent at Hankow wires that the slaughter of the Manchus has apparently ceased, the Revolutionary leaders having issued a proclamation ordering their followers to spare all who submit.

Two Republican newspapers have started. A revolutionary force outside Kiukiang is demanding the surrender of that city.

ACTIVITY OF THE HUNGHUTZE.

Reuter's correspondent at Peking wires that the order suspending passenger traffic on the Peking-Tientsin line has been cancelled, and that a train each way is allowed daily.

A significant feature of the reports here is the announcement that Manchu women are changing into Chinese dress.

The turbulent Hanghutz tribesmen are most active in North Manchuria, and Russian troops have been ordered to check their advance immediately.

GERMANS CLASH WITH A CHINESE MOB.

Reuter's correspondent at Berlin says it is officially announced that landing parties from the German warships *Leipzig*, *Tiger* and *Vaterland*, in company with German volunteers at Hankow, are engaged in street fighting with a Chinese mob.

LATER.

Reuter's correspondent at Berlin says it is understood that other foreign bluejackets participated in the street fighting at Hankow.

AUSTRIAN WARSHIP FOR HANKOW.

An Austrian warship sails to-morrow for Hankow.

THE REGENT OF BAVARIA

LONDON, October 18th.

Anxiety is being felt regarding the Regent of Bavaria, who has contracted an attack of bronchitis from a cold caught last week while stag shooting. The Regent is a nonagenarian.

TELEGRAMS.

["THROUGH REUTER'S AGENCY."]

THE MEDITERRANEAN WAR.

TURKISH FLEET LEAVES THE BOSPHORUS.

LONDON, October 18th.

The Vienna *Die Zeit* Constantinople correspondent says that the Turkish fleet has left the Bosphorus to protect the harbours of Epirus.

FRENCH INTERESTS IN TRIPOLI. A Toulon message says that the cruiser *Leon Gambetta* has sailed for Tripoli to protect French interests.

TURKISH COMMANDER DEPOSED

It is stated in Rome that Munir Pasha the Turkish commander in Tripoli, has been deposed by the troops and replaced by Nesiat Bey.

The officers subsequently held a conference at which some urged that they should march to Tunis.

Nesiat Bey, however, insisted upon a continuance of the resistance.

ROYALISTS IN PORTUGAL.

LONDON, October 18th.

Portuguese troops which are vigilantly patrolling the northern frontier report that there are considerable numbers of Royalists in the townships on the Spanish border.

The cavalry have captured about one hundred.

SLEEPING SICKNESS COMMISSION.

LONDON, October 18th.

Reuter has been informed that a Commission to investigate sleeping sickness under the auspices of the British Government and the Royal Society sails for Nyassaland on November 10th under Colonel Sir David Bruce, who will be accompanied by Lady Bruce.

One of the principal objects of the Commission is to discover if the existence of the fly responsible for the disease depends upon the presence of big game. If so, it may involve the wholesale destruction of the latter.

ANOTHER RUSSIAN TRAGEDY.

LONDON, October 18th.

Reuter's correspondent at St. Petersburg wires that a telegram has been received from Novocherkassk, the capital of Don Cossacks, stating that Prince Trubetzkoi, a member of the Council of Empire, was fatally shot by a student, who is a relation.

GERMANY'S FOREIGN POLICY.

LONDON, October 18th.

Reuter's correspondent at Berlin wires that Herr Bethmann-Hollweg, in a letter to the President of the Reichstag said he was willing to answer interpellations regarding foreign policy, but the Government were unable to make statements regarding Morocco.

With regarding Tripoli, he mentioned that a continuous exchange of views was proceeding among the Powers with a view to ending the Turco-Italian war.

THE BANK OF EGYPT.

LONDON, October 18th.

The compulsory winding up of the Bank of Egypt has been ordered.

THE RUMOURED AMERICAN FARM ENTERPRISE IN MANCHURIA

Collating the evidence from various sources, the *Nichi Nichi Shimbun* discloses the proverbial grain of truth existing in the recently circulated rumour about a big American farming enterprise in Manchuria. The interpretation of the story is that Viceroy Chao, among the reforms incidental to his assumption of office in Manchuria, gave directions for the organisation of an Agricultural Bureau with an American adviser, the Viceroy's idea being that Manchuria might be rendered much more attractive to Chinese immigrants if American methods of farming were introduced. But after the new Bureau was formed in Mukden no evidences presented themselves of any practical exercise of Chinese activity or employment of Chinese capital in this direction. It was therefore proposed, as the only way of saving the proposition from total failure, that a farm of considerable dimensions—a figure of 50,000 acres is mentioned—should be established entirely under American management to serve as a model for Chinese immigrants. The land is said to have been actually selected along the Sungari River, but how much further the project has advanced there is as yet no information.

FOOTBALL.

The Royal Garrison Artillery and Royal Engineers played a friendly game on Tuesday on the military ground, the result being a win for the R.G.A. by four clear goals. Both sides were experimental with a view to infusing new blood into the teams, as several of last year's players will shortly be leaving for home. It was soon apparent that the Artillery were the stronger side, as they did the bulk of the attacking, the R.E. rarely getting into their opponents' territory. The opening score, however, was long delayed, as it was not till half an hour had elapsed when 'Mella' sent in a stinging shot which struck the inside of the upright, Vincent putting through from the rebound. The teams crossed over without any further addition to the score. The second half resolved itself into a practice for the R.G.A. sharpshooters, shot after shot being rained on McGregor, who, however, was very safe and could not be blamed for any of the goals which were scored. Vincent (2) and Richards added further points in this half, the final score being, R.G.A., 4; R.E., nil.

THE DROUGHT AND THE DURBAR.

It appears from the last few English mails that some of the papers at home are inclined to make use of the recent drought in the Punjab and in Gujarat as an argument against the holding of the forthcoming Durbar at Delhi and the visit of the King to India. It is obvious that had the monsoon failed entirely as it did in 1897, the holding of the Durbar or any popular rejoicing anywhere in India would have been out of the question, quite apart from the fact that all the available money of the Government would have been absorbed in famine relief. There have been times during the present monsoon season when fears were entertained that the Punjab was about to be the scene of very great distress. There was practically no rain during June and the earlier part of July, with the result that prices, particularly of fodder, rose alarmingly. Then there was a little rain which saved the situation for the time being, but a second period of drought intervened and a result of reports from District Officers the Government took the first step of abandoning the great military manoeuvres that were to precede the Durbar and to reduce the number of troops that were to concentrate at Delhi from 80,000 to 50,000. The Government, then, waited to see whether the final burst of the monsoon, which is generally due about the first week of September, would touch the Punjab or not. If it did not furnish relief works would have to be opened, and the question of postponing the Durbar would have to be seriously considered. But, fortunately it did rain and the Viceroy was able to telegraph to the Secretary of State that the monsoon had at last become satisfactory both in the Punjab and Gujarat, and that the favourable conditions were likely to continue. The Lieutenant-Governors which had made a tour in the districts which had been previously the scene of want of rain and reported that the situation was less gloomy than was anticipated. The grain stocks were plentiful and the outlook in fair condition. The recent rain had put an end to the increase in the fodder supply. The crops that were withering had recovered, and the cultivators were busy with sowings for the winter harvest. There exists, therefore, at the present moment no reason why the visit of the King to India should be put off, and all loyal citizens will naturally rejoice.

But although it is the earnest desire of the multitudes in India that the King should visit this country, there are a number of politicians who, for reasons of their own, would rather that the visit did not take place, or if it does that it should in some way prove a failure. These people are naturally making the most of the scarcity that once threatened and lurid pictures are drawn of what India suffered in previous times of famine. It would be as logical to make the massacre at Delhi by their *Blacks* an excuse for not holding the Durbar as it is to make the situation in Europe, and the fact that the million of money set apart for the purpose might be expended in more "useful" ways. So far as affairs in Europe are concerned they have never been so threatening as to make it unwise for the King to leave England, and, at the present moment, the prospects of war may be said to be quite remote. As for spending the money on "useful" schemes, no scheme could be more generally useful to India than one which will awaken a fervid demonstration of loyalty throughout the country. The King has long been an abstraction to the Indians. His presence in the country will both declare his sympathy with and pride in this magnificent Empire and will afford an opportunity for the loyal Indians, who far outnumber the rest, to demonstrate their loyalty in an impressive and abiding fashion. There is no doubt that the disloyalists fear the effect of such demonstrations, and it is a great pity that people like Mr. Horatio Bottomley should play into their hands by statements about money being needed for other things and by requests for boon. One politician, who ought to know that no boon which would please everybody is possible, has gone so far as to say that if there are no boons the visit will be a failure. The idea, of course, is to lead the thinking masses into the belief that they will get something to their personal advantage and thus make capital out of their disappointment. We hope the people who will be disappointed will be the politicians who have not made sufficient allowance for the personal regard in which His Majesty is held. *Calcutta Englishman*, Sept. 29th.

THE PORTUGUESE GOVERNMENT AND ITS PREDECESSOR.

REVISION OF DECREES.

The Government has already begun revising the decrees passed by the Provisional Government. The last Minister of War had considerably increased the Territorial Army, especially the Artillery corps, in order to make numerous promotions. The present Government, however, finding that this would increase the yearly expenditure of the Army by 240,000, has cancelled the decrees. The last Government had also increased the salaries of numerous public officials. The Minister of Finance has suspended all increases, declaring that the financial situation of the country is unable to bear such extra expense. The yearly deficit is already close on £1,000,000, and the equilibrium of the Budget can only be attained by the most stringent economy. According to the highest information, says the *Times* correspondent at Lisbon, the majority of the decrees of the last Government will undergo considerable modifications, and others will be suppressed altogether.

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IN CAPSULES, IN WINE, AND IN SYRUP

NOTES ON THE JAPANESE NAVY.

BY COMMANDER E. HAMILTON
CURRY, R.N.

Speaking with a brother officer when the
Russo-Japanese war broke out, the writer asked
for an opinion, knowing that he had had excep-
tional opportunities of judging, as he had been
in command of one of our own ships in China
at the time of the war between that empire and
Japan. "There is no question that the Japanese
will win on the sea," he answered. "I saw them
fight—the Chinese, and their organization was
then perfection. It was so good as to be
absolutely startling."

"And what have they been doing since that
time?"
"Perfecting perfection," was the significant
reply.

I sought enlightenment from yet another
officer; this time a soldier high in his pro-
fession, and who had also had exceptional
opportunities of ascertaining the quality which
resides in the Japanese as a fighting man. We
know how they died in heaps in their attacks
on Port Arthur; of how whole regiments went
to certain death cheerfully and uncomplainingly.
We read this in the newspapers at the time.
What was the cause which underlay this
apparent miracle?

Let me give the explanation as it was given
to me.
"Because in their case death itself means far
less than it does to the European, because when
they go into battle they are surrounded by the
spirits of their ancestors; their fathers and
mothers, if dead, are watching them actually
at the time; any hesitation would put the spirits
of the dead to shame. That is an impossible
thing for a Japanese fighting man to think of;
therefore, whatever happens, he must go on.
Also, were he to return to his home with any
shadow of a stigma upon his fame, his wife
would shut the door in his face, his mother
would refuse to see him, the village community
would request him to remove himself elsewhere
—and there would be no 'elsewhere' for him
to go. He would be a pariah and an outcast,
with only the prospect of death by his own hand.
The system destroys individuality to a great
extent," said my informant, "but it constitutes
of any armed Japanese force something terrible
and efficient."

OUR SHARE IN HER NAVAL EVOLUTION.
There is also the point of view of the
rise of Japan from the small and interest-
ing little country that she was erroneously
imagined to be by the arrogant European
to one of the principal forces in the
world to-day. Never again will Western
nations scheme to take away from Japan that
which she has won by conquest, as was the case
after the conclusion of her war with China.
When we think that in 1865 we were fighting
against the Japanese at the Straits of Shinop-
ski, and at that epoch they were still using
bows and arrows, we have a reminder how far
they have travelled.

What makes her Navy so formidable is that,
like ourselves, she is an island empire, and that
the supply of her sailors is so large. The nation
which commands the services of men who are
seamen by choice and by the circumstances of
environment is in a far better position than
can ever be that of those whose citizens are
laboriously instructed in the whole art and
mystery of the seaman, and who are drawn from
among the land population. The rise of the
Japanese Navy has incidentally been a source
of great financial gain to England, as, up till
the present, her battleships and cruisers have
been mostly built in this country. In con-
sequence, many millions of money have reached
the coffers of the shipbuilding firms in the
North, where Tyne and Clyde have eagerly
competed for orders.

Looking back a decade, we are reminded of
one thing, which is that at this period Japan
had no old obsolescent warships to relegate to
the scrapheap. The Mikasa, of 15,200 tons,
built at Elswick, with an armament of four
12-inch forty calibre guns, and fourteen 6-inch
forty calibre guns, was then her latest ship; at
that time the equal of any in the world. The
Asahi, of similar tonnage and armament, was
built at Clydebank, the Hatesse at Elswick.
The Shikishima, of 18,550 tons, with
identical armament, came from the
Thames Ironworks. The Fuji and Yamashiro
were constructed at Blackwall; their tonnage
was 12,500, and they mounted four fewer 6-inch
guns than their bigger sisters. The Ise and
Mitsushima, of 9,800 tons, which carried four
of the now obsolete 8-inch guns, were built at
Elswick; as were also the Asama and Takikura,
which were one hundred tons less in burden.
The Yakumo, 9,850 tons, was built at Seattle,
and the Asama, of 8,425 tons, was built at St.
Nazaire.

It will be seen from this list all the enormous
amount that was being spent abroad; also how
the lion's share came into our own country.
Already, however, even at this date, Japan was
making tentative experiments in shipbuilding
on her own account, and, at Kure and Yokosuka,
were building the two small cruisers Nitaka and
Tashima, of 3,420 tons.

THE ATTAINMENT OF SELF-RELIANCE.
To-day Japan has learnt her lesson: the best
experts that our shipbuilding firms could pro-
duce have been tempted to the shores of the
Island Empire by princely salaries. In future
the money and the labour will both be Japanese,
and, even in the highest posts requiring the
greatest skill, the foreigners will be displaced.
Japan moves with the times by sea as well as
by land, and those who provide the battleships
of the world to outside customers must now
seek fresh markets. In 1905 the Kashima and
Katori, of 16,400 tons, of the now obsolescent
four big-gun type of battleship, were constructed
for the Japanese at Elswick and by Vickers,
respectively. In the same year and that follow-
ing the Tsukuba and Ikoma, of 13,750 tons,
were built in Japan. So also were the Setsumaru,
19,250 tons, in 1906, and the Aki, 89,750 tons,
in 1907.

These last two vessels differ from any of the
European types in that they carry four 12-inch
and twelve 10-inch guns. This, of course, is an
enormously powerful armament, and was evolved
just before the Dreadnought revolution-
ized the building of battleships. Now Japan,
like all the rest of the world, has embarked on
the all-big-gun pattern with the Kurechi and
Ise, that are building at Kure and Yokosuka.
They are to be of 20,750 tons, and to carry
twelve or fourteen 12-inch forty-five calibre
guns, the number apparently depending upon
whether the ahead and stern turrets are to
carry two or three of these weapons. There are
on the list of the Japanese Navy what none other
possesses in modern days: that is to say, ships
captured from the enemy now serving under the
national flag. Thus, the Hizen (late Retviken),
battleship of 12,700 tons, the Suva (ex-Pe-
bide), of 12,674 tons, the Aso (ex-Bayard)
of 7,800 tons, the Satsura (ex-Novik), and the
Soya (ex-Varing). Japan has also a number of
cruisers and small craft, also a very efficient
torpedo destroyer flotilla. She has lately started
to build herself twelve submarines, and is ex-
perimenting with aerial craft; one naval
dirigible and one aeroplane.

As far as these very latest means of the de-
struction of your enemies are concerned, we
shall probably find Japan content to act the

WM. POWELL, LTD.

ENTIRELY NEW STOCK OF CARPETS
**AXMINSTER AND VELVET
SEAMLESS SQUARES**

WITH
HEARTHGRUGS TO MATCH.

FURNISHING DEPARTMENT.

PHONE 316. [1130]

part of spectator until all the preliminary stages
are past, when she will wisely avail herself of
these experiments.
A glance at the map shows how well situ-
ated is the Island Empire for the great part
of the world. It is the only island in the
Pacific to play in the future upon the sea. She
has a great and growing mercantile marine,
being credited with the possession of some 1,800
steamers and 4,000 sailing ships in addition to
the native craft that carry on the coastwise
trade; the total tonnage of merchant ships is
rather over one million two hundred thousand
tons. Let us have renewed our treaty with
Japan, somewhat to the annoyance of certain
other Powers. We have been intimately
associated with Japan during the whole time of
her evolution into a modern nation, and it is
fair to say that the peoples of such countries have
learned something from the other. It has been
our mutual advantage, and for that reason the
treaty has endured. —*Pall Mall Gazette.*

VOICE CONVEYED THROUGH ROCK.

STRANGE WONDERS OF
"AEROPHONE."

For some weeks past experiments in wireless
telephony have been conducted near Chesham,
and their success has been remarkable.

The man who has made the latest discovery
is a young scientist, Mr. H. Grindell Matthews,
who was the other day made a member of the
Royal Institution at an earlier age than that
ever before recorded in the membership rolls of
the institution.

Mr. Grindell Matthews has been the first
to demonstrate the possibility of trans-
mitting the human voice over long distances by
his high frequency tests near Chesham, and
the British War Office is already in close touch
with him.

Mr. Matthews has demonstrated to his own
satisfaction the possibility of transmitting the
human voice through all obstacles without the
aid of wires. He submitted his discovery to a
severe test in the presence of a number of
experts. He was placed in the strong room of
a big London commercial house and locked in
with nine inches of armour steel, nine inches of
firebrick, and six feet of concrete between him
and the outer world.

By means of his small portable apparatus
he carried on a conversation with an operator
in another room on the other side of the
building.

So distinct and faithful was the transmis-
sion that the experts in attendance were actually
able to hear the tick of his watch, without
standing the almost impenetrable mass between
the two instruments.

SPREADING THROUGH ROCK.
This wonderful success convinced the inven-
tor so thoroughly of the possibilities of the
power he had been able to harness that he is
contemplating a test through five miles of solid
rock between Chesham and Tintern. In the
meantime he is engaged in long-distance tests,
and on Saturday he succeeded in speaking from
Beachley, better known as the Old Bessage, in
Gloucestershire, to the New Passage, over five
and a half miles away near the Severn Tunnel
outlet, on the other side of the river. This suc-
cess has met the condition laid down by the
Government as the minimum distance for a test.

Mr. Grindell Matthews is, however, not
content with what he has accomplished, and
during the next fortnight he intends to con-
duct experiments between Chesham and
Cardiff, a distance of about 25 miles as the
crow flies, and the Lord Mayor of the city
is to be asked to be present in order to com-
mence the first conversation with some other pro-
minent public man at Chesham.

Man-lifting kites are being ordered for
this experiment.
Mr. Grindell Matthews is making his present
headquarters at the George Hotel, Chesham,
and there is a constant stream of scientists and
others to this hostelry in search of information.
During Saturday and Sunday two of the direc-
tors were with the inventor at the George
Hotel, and on Sunday night Mr. Grindell Mat-
thews left for London to personally choose the
man-lifting kites to be used in the Cardiff-Chesham
tests.

In a conversation with our representative,
Mr. Grindell Matthews explained that vibra-
tions produced in the air by his apparatus
did not take the form of the Hertzian waves,
as in the Marconi system of a wireless telegraph.
In fact, they were not
waves at all, inasmuch as the disturbances
were of such high frequency that there was no
appreciable break between them and their action
was continuous rather than fitful and separate,
as in the case of Hertzian waves.

It was this high frequency, produced by his
apparatus, that had made it possible for sounds
to be reproduced and for all the fluctuations and
intimations of human speech to be transmitted
so faithfully that the voice of the speaker could
be recognized.

As in cinematographic pictures each delinea-
tion ran so quickly into the other that a con-
tinuous sustained reproduction was the result.

"THE AEROPHONE."
No name has yet been coined for this electric
influence, but the inventor has named the
instrument the aeroplane. A full set of
aeroplane instruments for a five-
mile radius work could be turned out at a
cost of £10, yet, whilst there is hardly
any cost of upkeep. Long conversations can be
maintained, each speaker can distinguish the
other's voice, and no expert knowledge is
required, inasmuch as the box would be self-
contained, including the battery, motor,
transformer, and everything else necessary for
transmission.

Mr. Grindell Matthews is a man of striking
personality. Deeply versed in the science of
electricity, he is enthusiastic as to the advances

BECHSTEIN PIANOS

SOLE AGENTS:
ROBINSONS.

THE LEEDS FORGE CO., LD., LEEDS

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.
Pioneers in the design and manufacture of
PRESSED STEEL UNDERFRAMES and LOGIES and ALL-STEEL
RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LD.

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WEISMANN, LTD.

BAKERS.

CONFECTIONERS.

CATERERS.

RESTAURANTEURS.

14, DES VŒUX ROAD, CENTRAL. [54]

WO HING & CO.,

NO. 17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS OF HIGH-CLASS

SWATOW DRAWN WORK.

LATEST FASHIONS OF
CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION

CHOICE ASSORTMENT OF
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.

INSPECTION SOLICITED. PRICES REASONABLE. [591]

SHIPPING IN PORT

SHIP	AGENCY	DATE
ALCINOUS, British str., 4,278, Riepenhausen,	Butterfield & Swire.	9th Oct.—Liverpool via Singapore 1st
ARABIAN, Danish str., 4,513, J. B. Cortman, 4th	Butterfield & Swire.	10th Oct.—Antwerp 27th Aug. General, Paper
BOERNE, German str., 1,344, F. Sembill, 12th	Butterfield & Swire.	10th Oct.—Sandakan 7th October, Timber-
CHENAN, British str., 1,350, W. Lloyd Jones,	Butterfield & Swire.	10th Oct.—Shanghai 12th Oct. General
CHIRAPING, British str., 1,199, F. Mooney,	Butterfield & Swire.	16th Oct.—Tientsin 10th Oct. General
CHUYEN, Chinese str., 1,177, Wm. Jamieson,	Butterfield & Swire.	17th Oct.—Shanghai 14th Oct. General
DANJA MABU, Japanese str., 2,798, K. Kobaya-	Butterfield & Swire.	17th Oct.—Yokohama 12th October,
DEVARONG, German str., 1,057, E. Gathe-	Butterfield & Swire.	17th Oct.—Calcutta and Singapore 10th
FOOKANG, British str., 1,987, T. A. Mitchell,	Butterfield & Swire.	17th Oct.—General, Jardine, Matheson & Co.
FUKUZA MABU, Japanese str., 1,946, S. Kuma-	Butterfield & Swire.	17th Oct.—Mojji 25th Sept. Coal-
HANGANG, British str., 1,356, S. Wilde, 14th	Butterfield & Swire.	17th Oct.—Shanghai 14th October, General
HOPANG, British str., 1,759, J. M. Hay, 16th	Butterfield & Swire.	17th Oct.—Java via port 8th Oct. Sugar—Jardine,
KEONGWAI, German str., 1,777, F. Nicolaisen,	Butterfield & Swire.	17th Oct.—Bangkok and Swatow 4th Oct.
KIANG PING, Chinese str., 1,222, H. Udden,	Butterfield & Swire.	17th Oct.—Chinkiang 29th Oct. General
KUTANG, British str., 4,895, R. C. D. Bradley,	Butterfield & Swire.	17th Oct.—Mojji 11th Oct. General
KWELIN, British str., 1,228, Puket, 16th Oct.	Butterfield & Swire.	17th Oct.—Chefoo 10th Oct. General—Butterfield
KWONGANG, British str., 1,428, W. F. Richard,	Butterfield & Swire.	17th Oct.—Shanghai 13th and Swatow 16th
LAETTES, British str., 1,340, C. C. Page, 9th	Butterfield & Swire.	17th Oct.—Saigon 5th Oct. Rice and General
LOONGANG, British str., 1,093, G. W. Leask,	Butterfield & Swire.	17th Oct.—Manila 14th October, General
MACHIEW, German str., 996, R. G. Zollner, 9th	Butterfield & Swire.	17th Oct.—Singapore 1st and Hoihow 8th Oct.
MARIE, German str., 1,169, H. Schaffner, 7th	Butterfield & Swire.	17th Oct.—Saigon 2nd Oct. Rice and General
MICHAEL JENSEN, German str., 951, J. Pote-	Butterfield & Swire.	17th Oct.—Manila 14th Oct.—Jebson

LATEST STEAMER MOVEMENTS.

The C.P.R. Co's str. *Monteagle* arrived at
Shanghai at 1 p.m. on the 17th inst., and left
again at 6 p.m. same day for Moji, where she is
due to arrive at 10 a.m. on the 19th inst.
The Austrian Lloyd's str. *Austria* left Shang-
hai for this port on the 17th instant a.m., and
will arrive here on the 20th inst.
The P. & O. Co's str. *Manchuria* was dis-
patched from San Francisco on the 17th inst.
for Hongkong, via Honolulu, Yokohama, Kobe,
Nagasaki and Manila, and is due to arrive at
Hongkong on the 17th prox.
The I.G.M. str. *Buelow*, which left here on
the 21st ult., at 10 a.m., arrived at Genoa on the
17th inst., at 3 p.m.

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June,
1911. With Index. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
Office,
Hongkong, 2nd August, 1911

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG.	(SUBJECT TO ALTERATION.)
STAMBERS	Tons
KOREA	18,000
SIBERIA	18,000
MANCHURIA	18,000
MONGOLIA	18,000
KOREA	18,000
SIBERIA	18,000
MANCHURIA	18,000
MONGOLIA	18,000

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on SATURDAY, 24th October, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application To European Points: Officials of any European Navy, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Points, Commissioned Officers of the U.S. Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consuls General, Consuls and Vice-Consuls located in Asia, to United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to Officials of U.S. Diplomatic Service, U.S. Consuls General, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points—Missionaries and their families.

INTERMEDIATE SERVICE.

PERIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M.
CHINA 10,200 Tons FRIDAY, 17th Nov., at 1 P.M.
THE S.S. "PERIA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 20th Oct., at 1 P.M. On the Fine Mail Steamers, CHINA and PERIA First Class SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports, 243.
HONGKONG TO SAN FRANCISCO via New York 245.
Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies. Kryo's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE & PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS. CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

Steamers	Tons	Dw.	Captain	To Sail on or About
LUCERIO	11,000		J. Mathie	25th October.
STRAHLTON	8,000		J. R. Shaw	21st November.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRAYA CENTRAL.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong: 28th October. From Colombo: 10th November.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transshipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

From Hongkong: Frequent Sailings. From Calcutta: End September.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" 3,000 tons to be despatched End December.
S.S. "KATANGA" 5,600 tons to follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

Hongkong, 28th August, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	26th Oct.	Saturday, 11th Nov.
EASTERN	17th Nov.	Saturday, 9th Dec.
ALDENHAM	1st Dec.	Saturday, 23rd Dec.
EMPIRE	15th Dec.	Saturday, 6th Jan., 1912

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO., AGENTS.

Hongkong, 18th October, 1911.

AVERAGE MARKET PRICES.

October 12th, 1911.

The Prices are given in Dollar Cents.

Borneo Mace.

Mace Lang Pa Yek—Best, 20

Mace Lang Pa Yek—2nd, 18

Mace Lang Pa Yek—3rd, 16

Mace Lang Pa Yek—4th, 14

Mace Lang Pa Yek—5th, 12

Mace Lang Pa Yek—6th, 10

Mace Lang Pa Yek—7th, 8

Mace Lang Pa Yek—8th, 6

Mace Lang Pa Yek—9th, 4

Mace Lang Pa Yek—10th, 2

Mace Lang Pa Yek—11th, 1

Mace Lang Pa Yek—12th, 0

Mace Lang Pa Yek—13th, 0

Mace Lang Pa Yek—14th, 0

Mace Lang Pa Yek—15th, 0

Mace Lang Pa Yek—16th, 0

Mace Lang Pa Yek—17th, 0

Mace Lang Pa Yek—18th, 0

Mace Lang Pa Yek—19th, 0

Mace Lang Pa Yek—20th, 0

Mace Lang Pa Yek—21st, 0

Mace Lang Pa Yek—22nd, 0

Mace Lang Pa Yek—23rd, 0

Mace Lang Pa Yek—24th, 0

Mace Lang Pa Yek—25th, 0

Mace Lang Pa Yek—26th, 0

Mace Lang Pa Yek—27th, 0

Mace Lang Pa Yek—28th, 0

Mace Lang Pa Yek—29th, 0

Mace Lang Pa Yek—30th, 0

Mace Lang Pa Yek—31st, 0

Mace Lang Pa Yek—32nd, 0

Mace Lang Pa Yek—33rd, 0

Mace Lang Pa Yek—34th, 0

Mace Lang Pa Yek—35th, 0

Mace Lang Pa Yek—36th, 0

Mace Lang Pa Yek—37th, 0

Mace Lang Pa Yek—38th, 0

Mace Lang Pa Yek—39th, 0

Mace Lang Pa Yek—40th, 0

Mace Lang Pa Yek—41st, 0

Mace Lang Pa Yek—42nd, 0

Mace Lang Pa Yek—43rd, 0

Mace Lang Pa Yek—44th, 0

Mace Lang Pa Yek—45th, 0

Mace Lang Pa Yek—46th, 0

Mace Lang Pa Yek—47th, 0

Mace Lang Pa Yek—48th, 0

Mace Lang Pa Yek—49th, 0

Mace Lang Pa Yek—50th, 0

Mace Lang Pa Yek—51st, 0

Mace Lang Pa Yek—52nd, 0

Mace Lang Pa Yek—53rd, 0

Mace Lang Pa Yek—54th, 0

Mace Lang Pa Yek—55th, 0

Mace Lang Pa Yek—56th, 0

Mace Lang Pa Yek—57th, 0

Mace Lang Pa Yek—58th, 0

Mace Lang Pa Yek—59th, 0

Mace Lang Pa Yek—60th, 0

Mace Lang Pa Yek—61st, 0

Mace Lang Pa Yek—62nd, 0

Mace Lang Pa Yek—63rd, 0

Mace Lang Pa Yek—64th, 0

Mace Lang Pa Yek—65th, 0

Mace Lang Pa Yek—66th, 0

Mace Lang Pa Yek—67th, 0

Mace Lang Pa Yek—68th, 0

Mace Lang Pa Yek—69th, 0

Mace Lang Pa Yek—70th, 0

Mace Lang Pa Yek—71st, 0

Mace Lang Pa Yek—72nd, 0

Mace Lang Pa Yek—73rd, 0

Mace Lang Pa Yek—74th, 0

Mace Lang Pa Yek—75th, 0

PROPOSED GOODS CLEARING HOUSE IN LONDON

£14,000,000 scheme.

Mr. A. W. Gattie informed a *Daily Graphic* representative, who interviewed him, that it is intended to give a public demonstration in connection with the proposed goods clearing-house for London at the end of October. Following that event, a Bill—"which I shall try very hard to make a Government measure," said Mr. Gattie—"would be promoted in Parliament to seek powers for it.

Mr. Marconi is a director of the company formed to further the project. It aims at improving the transport and distribution of goods in London by the erection of a goods clearing-house at Clerkenwell to do the work now done by seventy-four goods stations. The building would be the largest in the world, covering a site equal to Lord's cricket ground. The company is now manufacturing the plant for loading, unloading, and sorting goods by electric-mechanical apparatus, which is claimed to be the unloading capacity is 500 times the speed of any existing goods station in this country.

Although the total capital required is estimated at £14,000,000, Mr. Gattie is confident that success will crown his efforts.

"It will come about very shortly," he says. "Existing conditions cannot continue. The present Government's remedy of raising rates against the trader will be strongly opposed by traders. The latter already pay too much. I have compared British rates against German for parallel distances; the German rate is about one-half. The Government remedy, if persisted in, will lead to strikes and lock-outs, and eventually to the overthrow of the Government.

"Nearly £100,000,000 invested in British railway stock at the present moment pays no dividend, and £450,000,000 stock pays an average of about 2 per cent." Having criticised the administration of the railways, which, he argues, is uneconomic, Mr. Gattie added that the only two sound proposals for reform appeared to be either (1) the institution of a chartered company such as the proposed London Goods Clearing-House Company, which would be under statutory obligations drawn up by the Board of Trade, or (2) nationalisation of the railways.

Mr. Edgar Harper, who was formerly Chief Statistical Officer of the L.C.C. and just appointed Chief Valuer to the Board of Inland Revenue, recently reported on the preliminary estimate of revenue and expenditure. "Mr. Harper said," said Mr. Gattie, "that assuming the scientific arrangements of this company to come up to their expectations, an economy of £12,000,000 a year could be made in London alone.

AT EXPERT'S CONCLUSION. The following is the passage referred to in Mr. Harper's report. After making full allowance for all the foregoing considerations, and assuming that (1) 100,000 tons of goods would be placed daily in the hands of the Clearing House; and that (2) that quantity could be satisfactorily dealt with in the twenty-four hours, I am of opinion that the resultant figure in the company's estimate, namely, "Taxes and surplus, £13,535,503," would not be reduced below £12,000,000 (twelve million pounds) per annum.

Mr. Harper explains grounds for increasing the original capital estimate from £12,000,000 to £14,000,000. "The sum of £5,000,000 provided for the acquisition and clearance of the site, the proposed Clearing House, including seven acres of land intended to be let or sold as surplus land, works out at £14,250 per acre. Mr. Harper is of opinion this will be sufficient to cover the cost, including the construction of wide roads on all four sides.

With regard to land costs, the total number to be provided in 1,000 acres. Mr. Harper thinks the sum provided under this head should be increased to £1,600,000. The scheme has got to the stage of having a time-table prepared. It shows the times of the trains expected to arrive at the Clearing House (underground level) in the course of twenty-four hours. During the busiest hour, between one and two a.m., thirty-eight trains will arrive. Nearly the same number will have to be despatched during the same period. After allowing for electric locomotives, it is sufficient provision. He would increase this figure to 2,100,000, 35,000 WORKERS.

In round numbers, 20,000 men are expected to handle the goods in the Clearing House, both above and below ground, and 15,000 men to collect and deliver them by road. The men are to work six days a week and eight hours per day. Salaries and wages figure in Mr. Harper's amended estimate at £3,035,402. The total estimated ordinary expenditure, plus 10 per cent. for contingencies, is £4,772,752. On the whole, Mr. Harper is of opinion that 80,000 tons per day would be a safe estimate of the amount of Clearing House business in its first year. On this basis, he says, "your estimate of receipts would be reduced by 20 per cent., and would amount to £14,768,740. Your charges could be reduced by 50 per cent., and still produce £7,384,370, giving you nearly £2,000,000 per annum as trade profit."

Such is an outline of the scheme which will claim increasing public attention as a result of the railway unrest. It should be added that its author professes: "We are not against the railways, but we are for economy. We believe we can double the shareholder's dividend."

INDEFENSIBLE SPELLING. The Conference which is sitting at University College to consider schemes for simplifying the spelling of the English language is engaged upon a task of far greater importance than most of us are inclined to suspect. The average Englishman has grown so accustomed to the absurdities of English spelling that he does not even notice their existence, and is inclined to laugh at the mere idea of spelling reform as a silly fad. It never occurs to him that the introduction of a more rational system of representing the spoken language would not only facilitate the education of all English-speaking children, but would make English a much easier language for foreigners to learn, and would consequently increase the already promising possibility that English may one day become a lingua franca for the whole world. These considerations ought certainly to outweigh any mere prejudice in favour of the existing spelling simply because we are accustomed to it. As to the argument so commonly used that the present spelling should be preserved because it "embodies the history of the language," the answer is that the keenest supporters of spelling reform are linguists and scholars. They know, what the man in the street does not know, that our present spelling is largely a matter of accident, and that often, as for example, in such a word as "sovereign," the spelling, instead of indicating the true etymology, only indicates some ignorant pedant's fancy. *Daily Graphic.*

WEATHER REPORT.

On the 18th at 11.55 a.m.—The depression, which continues to move Northwards, is now situated over Hokkaido. The barometer has risen considerably in S. Japan, and slight increases of pressure have taken place along the China coast and at the Southern stations. The anti-cyclonic area still covers China and adjacent Sea. Fresh to strong monsoon will continue to prevail over the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m., 10.4, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong & Neighbourhood	Same as No. 1.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lamook	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.
N.E. winds, fresh; fine.	

CHINA COAST METEOROLOGICAL REGISTER.

October 18th—At A.M.

Station	Hour	Barometer.	Temperature.	Humidity.	Wind. Direction.	Force.	Weather.
Vladivostok	7 a.	29.84	46	68	—	0	—
Nemuro	6 a.	29.51	—	—	—	5	—
Hakodate	6 a.	29.52	—	—	WNW	3	—
Tokio	—	29.87	—	—	WNW	1	—
Kobe	—	30.09	—	—	SW	1	—
Nagasaki	—	30.13	—	—	NNW	2	—
Kagoshima	—	30.15	—	—	NW	1	—
Oshima	—	30.18	—	—	S	1	—
Naha	—	30.19	—	—	ENE	1	—
Ishijima	—	30.19	—	—	N	1	—
Bonin Is.	—	30.19	—	—	N	1	—
Chofu	—	30.04	—	—	N	0	—
Velikiavai	9 a.	30.17	69	—	—	—	—
Tankow	6 a.	30.17	69	62	SW	1	b
Chinking	—	30.17	69	62	SW	1	b
Shanghai	9 a.	30.35	66	43	W	1	b
Tientsin	—	30.31	63	25	NW	1	b
Yokohama	—	30.30	66	—	N	2	b
Harp Peak	6 a.	30.30	66	—	N	2	b
Amoy	—	30.30	66	—	N	2	b
Swatow	—	30.31	61	77	NNE	1	b
Taichow	5 a.	30.23	—	—	E	2	—
Tientsin	—	30.15	—	—	E	0	—
Amoy	—	30.15	—	—	—	—	—
Swatow	—	30.14	—	—	NE	0	—
Taichow	—	30.14	—	—	NE	0	—
Escadon	—	30.14	—	—	NE	0	—
anton	—	30.26	68	61	N	0	—
ongkong	10 a.	30.23	74	64	N	0	—
iot Peak	—	30.19	—	—	NNE	0	—
ap Rock	—	30.19	—	—	NNE	0	—
aoao	—	30.19	—	—	NNE	0	—
uohow	9 a.	—	—	—	—	—	—
othow	—	—	—	—	—	—	—
kkhoi	—	—	—	—	—	—	—
oulien	8 a.	30.23	75	—	NE	3	b
ourne	—	30.10	72	—	N	4	zh
St. James	6 a.	30.04	73	—	N	0	—
gatti	—	30.04	73	—	N	0	—
anila	10 a.	30.07	82	70	NNE	0	—
gassi	6 a.	29.93	79	—	NNE	0	—
colol	9 a.	29.93	79	—	NNE	0	—
lilo	—	29.99	63	—	N	0	—
bu	—	29.92	85	—	E	1	—
tuau	—	29.97	82	—	E	1	—

SHIPPING

ARRIVALS.

ASTREA, British cruiser, 4,360, E. B. Kiddle, 18th Oct.—Yokohama 12th Oct.
 CHENNAI, British str., 1,800, J. S. Rouch, 18th Oct.—Yokohama 12th Oct.
 DAIKAI, Japanese str., 1,569, H. Murayama, 18th Oct.—Yokohama 12th Oct.
 HAITAN, British str., 1,183, J. S. Rouch, 18th Oct.—Yokohama 12th Oct.
 HONG WAN L, British str., 2,060, J. Macon, 18th Oct.—Yokohama 12th Oct.
 JOHANNA, German str., 952, M. Tipland, 18th Oct.—Yokohama 12th Oct.
 LUCERNE, British str., 4,100, J. Mathie, 17th Oct.—Yokohama 12th Oct.
 MATHIE, German str., 831, Chr. Uldorup, 18th Oct.—Yokohama 12th Oct.
 ONSARA, British str., 1,747, A. G. Smith, 18th Oct.—Yokohama 12th Oct.
 PAKLAT, German str., 1,018, Wenzel, 17th Oct.—Yokohama 12th Oct.
 WELSH PRINCE, British str., 3,248, A. B. W. Sheppard, 18th Oct.—Yokohama 12th Oct.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 18th October.
 ELIPES, British barque, for New York.
 HONGKONG, British str., for Shanghai.
 JOHANNA, German str., for Saigon.
 JOHANNA, German str., for Haiphong.
 JOHANNA, German str., for Singapore.
 JOHANNA, German str., for Yokohama.

DEPARTURES.

18th October.
 CARL DIEDERICHSEN, Ger. str., for Haiphong.
 CHICHOVA, British str., for Canton.
 CHICHOVA, Chinese str., for Canton.
 DREIFLINGER, German str., for Europe, &c.
 HANGAR, French str., for Haiphong.
 KWONGSANG, British str., for Canton.
 NEIGES, British str., for Yokohama.
 NINPOO, British str., for Shanghai.
 TANSU, British str., for Canton.

SHIPPING REPORT.

The British str. *Wolfe Prince* reports: Strong monsoon experienced.
 The British str. *Wolfe Prince* reports: Strong N.E. wind and high sea.
 The British str. *Wolfe Prince* reports: Fine clear weather and moderate N.E. winds.
 The British str. *Wolfe Prince* reports: Moderate to strong N.E. gale with high sea.
 The British str. *Wolfe Prince* reports: Fine weather generally, N.E. winds and steady glass to Tung-Yung; after N.E. monsoon, fresh as far as Breaker Point, light outside.

PASSENGERS.

Per *Dreiflinger*, for Singapore, Mr. Leon Moeer, Mr. F. Neuen, Mr. W. E. Bovermann, Col. and Mrs. Crampin, Miss N. Russell, Mrs. G. Russell, and Mr. E. H. Thiel; for Colombo, Miss Mary L. Cover, Miss M. C. Black and Mr. Wirth; for Genoa, Mr. A. van Aalst, Mr. L. A. Wright, Mr. and Mrs. Aresman, Lieut. E. E. Kohl, and Mr. Carl H. Kelling; for London, Mr. E. L. Lewis; for Hamburg, Mr. A. Hagemann, Mr. K. V. Wicht, Mr. Kessner and Mr. Michaelis.

STEAMERS PASSED THE CANAL.

Oct. 3rd—*Carnarvonshire*, E. F. Fordman, *Hatchi Maru*, *Machano*, *Palawan*, *Indragiri*, 7th—*Achilles*, *Indragiri*, *Palawan*, *Indragiri*, *Socotra*, 10th—*Ajaj*, *Ambria*, *Banded*, *Indragiri*, *Lothian*, *Ninghe*, *Peking*, *Sithonia*, *Indragiri*, 13th—*Buolow*, *Myosaki*, *Maru*, *Princess Alice*, *Stentor*, *Tango Maru*, *Tharand*, 17th—*Myosaki*, *Myosaki*, *Nippon*, *Ping Suey*, *Sardinia*.

ARRIVALS AT HOME.

Oct. 17th—*Avila*, *Banquet*, *Brigaria*, *Alatagan*, *Glenroy*, *Silesia*, *Jessie*.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S. S. Co. str. *Korea* arrived at Manila on the 15th inst., and leaves there on the 20th inst., and is due to arrive at Hongkong on the 22nd inst., at daylight.
 The T.K.K. str. *Shingo Maru* with U.S. mails arrived at Yokohama on the 14th inst., sails thence on the 16th inst. for Hongkong, and is expected to arrive here on or about the 24th inst.

THE AUSTRALIAN MAIL.

The P. M. S. S. Co. str. *Siberia* was dispatched from San Francisco on the 4th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 31st inst.

THE GERMAN MAIL.

The T.K.K. str. *Yowk*, carrying the German mails with dates from Berlin of the 20th ult., left Singapore on the 14th inst., at midnight, and may be expected here to-day at 5 a.m.

THE INDIAN MAIL.

The Indo-China str. *Kumang* from Calcutta left Singapore on the 14th inst., and is due here on or about the 21st inst.

MERCHANT STEAMERS.

The Russian str. *Sibir* left Moji on the 13th inst. for this port, and is due to arrive here to-day.

THE HAMBURG-AMERICA LINE.

The Hamburg-American Line str. *Frankfurt* left Singapore on the 13th inst. p.m., and may be expected here to-day a.m.

THE P. & O. S. N. CO.'S STR.

The P. & O. S. N. Co.'s str. *Namur* left Singapore for this port on the 14th inst., at 6 a.m., and is due here to-day at about 6 a.m.

THE P. & O. S. N. CO.'S STR.

The P. & O. S. N. Co.'s str. *Ceylon* left Singapore for this port on the 15th inst., at 7 a.m., and is due here to-morrow at about 4 p.m.

THE T.K.K. STR.

The T.K.K. str. *Hongkong Maru* sailed from Manzanillo on the 9th inst. for Hongkong, and is expected to arrive at this port on or about the 27th prox.

THE MUGL LINE.

The Mugl Line str. *Lothian* left the United Kingdom on the 24th ult. for Hongkong via the Suez.

THE OLOF WIK & CO. STR.

The Olof Wijk & Co. str. *Peking* left Port Said on the 8th inst., and is expected here on or about the 7th prox.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 28th inst., at Noon
LONDON & ANTWERP via SINGAPORE, &c.	SINATRA	Brit. str.	—	W. R. Le Mare	P. & O. S. N. Co.	About 1st Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	FLINTSHIRE	Brit. str.	—	G. C. Cundy, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
ROTTERDAM & HAMBURG via STRAITS, &c.	BLUGRAVIA	Ger. str.	k.w.	W. Döhren	HAMBURG-AMERICA LINE	On 11th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	SACHSEN	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 11th Nov.
HAVRE, BREMEN & HAMBURG, &c.	ARCADIA	Ger. str.	k.w.	Luning	HAMBURG-AMERICA LINE	On 16th Nov.
HAVRE & HAMBURG via STRAITS, &c.	SENECA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	On 28th inst.
HAVRE & HAMBURG via STRAITS, &c.	BYRON	Ger. str.	k.w.	Bruch	HAMBURG-AMERICA LINE	On 8th Nov.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	FRANKFURT	Jap. str.	—	A. E. Moses	HAMBURG-AMERICA LINE	On 21st Nov.
MADEIRA, LONDON & ANTWERP via SINGAPORE, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 25th inst., at D'light
VICTORIA, C.B. & TACOMA via JAPAN &c.	TACOMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 8th Nov., at D'light
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	AWA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 1st Nov., at 11 a.m.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th Nov., at Noon
TIETSI, &c. via SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Raich	SANDER, WIELER & Co.	On 24th inst., at 11 a.m.
BOSTON & NEW YORK	WELSH PRINCE	Brit. str.	—	Sheppard	ARNHOLD, KARBURG & Co.	To-day, at 2 p.m.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	SAINT PATRICK	Brit. str.	—	J. Mathie	DODWELL & Co., Ltd.	About 23rd inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	W. Davidson	THE BANK LINE, LIMITED	On 25th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	A. Looket	CANADIAN PACIFIC R. Co.	On 4th Nov., at 6 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PERIA	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 30th Dec., at Noon
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	KOREA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	To-morrow, at 1 p.m.
SAN FRANCISCO via KEELUNG, SHAI & JAPAN, &c.	SHINKO MARU	Jap. str.	—	H. S. Smith	PACIFIC MAIL S.S. Co.	On 28th inst., at 1 p.m.
AUSTRALIAN PORTS via MANILA	TAIWAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 3rd Nov., at Noon
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	BUTTERFIELD & SWIRE	On 27th inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	H. Bremer	MELCHERS & Co.	On 4th Nov., at Noon
KOBE & YOKOHAMA	ST. ALBANS	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 11th Nov., at 10 a.m.
NAGASAKI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 26th inst., at Noon
MEXICAN, PERUVIAN & CHILEAN via JAPAN	YAMAGUCHI MARU	Jap. str.	—	T. Bekine	NIPPON YUSEN KAISHA	On 25th inst., at Noon
WEIHAIWEI & TIENTSIN	YAMAGUCHI MARU	Jap. str.	—	H. Koope	JAVA-CHINA-JAPAN LINE	Quick despatch
WEIHAIWEI, CHEFOO & NEWCHWANG	KURIGOH	Brit. str.	1 m.	Forrester	YOTO KINEN KAISHA	On 13th Dec., at Noon
TIENTSIN	TIENTSIN	Brit. str.	—	Mitchell	BUTTERFIELD & SWIRE	On 22nd inst., at D'light
CHEFOO & NEWCHWANG	CHUPSHING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at Noon
SHANGHAI via SWATOW	KWELIN	Brit. str.	1 m.	H. A. Harde	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon
SHANGHAI, TIENTSIN, KOBE & YOKOHAMA	HANGSANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 4 p.m.
SHANGHAI	YOKO	Ger. str.	—	J. Randermann	MELCHERS & Co.	About 18th inst.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	To-morrow, at Daylight
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	—	Sandstedt	HAMBURG-AMERICA LINE	To-morrow
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	—	A. E. A. Baker	P. & O. S. N. Co.	On 21st inst., at Daylight
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	C. O. Williams	BUTTERFIELD & SWIRE	On 21st inst., at D'light
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	W. F. Richards	NIPPON YUSEN KAISHA	On 24th inst., at D'light
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	H. Nomura	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	Benson	P. & O. S. N. Co.	About 25th inst.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	S. Barham	BUTTERFIELD & SWIRE	On 23rd inst., at M'night
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	J. B. Harris	OLOF WIK & Co., Ltd.	About 10th Nov.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	Rooy	JAVA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	To-day, at 10 a.m.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 22nd inst., at 10 a.m.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 25th inst., at 10 a.m.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	DOUGLAS LAFRAIK & Co.	To-morrow, at Noon
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	DOUGLAS LAFRAIK & Co.	On 24th inst., at Noon
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	DOUGLAS LAFRAIK & Co.	On 27th inst., at 11 a.m.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 2 p.m.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 4 p.m.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 2 p.m.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 4 p.m.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst., at 4 p.m.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 7th Nov., at 4 p.m.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 31st inst.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 10 a.m.
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at Noon
SHANGHAI	YAMAGUCHI MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 9 a.m.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD BREMEN TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DEPARTURE	DISPATCH
"GOEBEN"	ON FEBRUARY 6TH.	17,000 tons
"DERFLINGER"	ON FEBRUARY 21ST.	17,300 "
"PRINZ EITEL FRIEDRICH"	ON MARCH 5TH.	16,000 "
"YORCK"	ON MARCH 20TH.	17,000 "
"PRINZESS ALICE"	ON APRIL 2ND.	20,300 "
"LUETZOW"	ON APRIL 17TH.	17,300 "
"KLEIST"	ON APRIL 30TH.	17,000 "

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERI, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken).

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	"YORCK"	Capt. J. Randermann, 17,000	About 19th Oct.
KOBE AND YOKOHAMA	"PRINZ WALDEMAR"	Capt. F. Iseke, 6,000	About 17th Oct.
KUDAT and SANDAKAN	"BORNEO"	Capt. F. Sembill, 5,000	Friday, 21st Oct., at 10 a.m.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 18th October, 1911.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 20th Oct., 4 p.m.
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 30th Oct., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. HONGKONG, 14th October, 1911. PHILIPPINES S.S. Co. [13]

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

DESTINATION	STEAMERS	DATES OF SAILING
SHANGHAI, YOKOHAMA, KOBE & MOJI	"PEKING"	About 10th November.
	"CEYLON"	About 7th December.

For Freight and Further Particulars, apply to OLOF WIK & CO., CHINA AGENCIES, AKTIEBOLAG. YOKO BUILDINGS Top Floor.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER, SAVING 5 to 7 DAYS OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong.

"EMPRESS OF INDIA" Sat., 4th Nov. "EMPRESS OF JAPAN" Sat., 2nd Dec. "MONTEAGLE" Saturday, 30th Dec.

From St. John.

"EMPRESS OF BRITAIN" Fri., 1st Dec. "EMPRESS OF IRELAND" Fri., 29th Dec.

1912

"EMPRESS OF INDIA" Sat., 27th Jan. "EMPRESS OF IRELAND" Fri., 23rd Feb. "EMPRESS OF JAPAN" Sat., 24th Feb.

Steamships leave HONGKONG at 6 p.m.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN with the Company's New Pacific "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the latest wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate or Steamer's "243" and 1st Class Railway "245."

First-Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" is reserved for Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to O. W. CHADDOCK, General Traffic Agent for China, Corner Polder Street and Erava opposite Blake Pier.

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.

For BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE" Capt. Sheppard, will be despatched for the above Ports TO-DAY, the 19th October.

For Freight and Passage, apply to ARNHOLD, KARBURG & Co., General Agents.

Hongkong, 14th October, 1911. [1186]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK.

S.S. "SAINT PATRICK"

On or about 23rd Oct.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 7th October, 1911. [1173]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship.

Capt. Raich, will be despatched as above on TUESDAY, 24th Oct., 2 p.m.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. F. E. Andrews, R.N.R. CEYLON Capt. A. E. A. Baker	Daylight 20th Oct. Daylight 21st Oct.	Freight and Passage. Freight only
SHANGHAI	ARCADIA Capt. S. Barham	About 26th Oct.	Freight and Passage
LONDON via USUAL PORTS OF CALL	DEVANHA Capt. W. R. Hickey	Noon 28th Oct.	See Special Advertisement
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. R. Le Mare, R.N.R.	About 1st Nov.	Freight and Passage

For Further Particulars apply to—

E. A. HEWETT,
Superintendent.

Hongkong, 19th October, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 19th Oct., 4 P.M.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, MEL- BOURNE, SYDNEY & MELBOURNE	"TAIYUAN"	On 19th Oct., 4 P.M.
CHIEFOO and NEWCHWANG	"KWEILIN"	On 21st Oct., 4 P.M.
SHANGHAI	"LINAN"	On 21st Oct., 4 P.M.
WEIHAIWEI and TIENTSIN	"KUBICHOW"	On 22nd Oct., 4 P.M.
MANILA, ILOILO and CEBU	"KAIPOH"	On 24th Oct., 4 P.M.
SHANGHAI	"CHINHUA"	On 26th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 28th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 31st Oct., 4 P.M.
MANILA, ILOILO and CEBU	"TEAN"	On 7th Nov., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING" Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIPOH" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NS—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung. TELEPHONE 36

REDUCED FARES—SINGLE \$45. RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 19th October, 1911.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"HANGSANG"	Thursday, 19th Oct., Noon.
TIENTSIN	"CHIPSING"	Friday, 20th Oct., Noon.
SINGAPORE, PENANG, CALCUTTA	"KUTSANG"	Friday, 20th Oct., Noon.
MANILA	"LOONGSANG"	Saturday, 21st Oct., 2 P.M.
SHANGHAI	"KWOONGSANG"	Tuesday, 24th Oct., 11 A.M.
SANDAKAN, CHEFOO and WEIHAIWEI	"MAUSANG"	Wednesday, 25th Oct., Noon.
NEWCHWANG	"TINGSANG"	Thursday, 26th Oct., Noon.
MANILA	"YUENSANG"	Saturday, 28th Oct., 2 P.M.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMANG" and "FOONGSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagotsu, Tientsin, Weihaiwei, Chefoo, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Khat, Jahad, Dair, Simporna, Two Tewa, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—
HONGKONG, 19th October, 1911.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Rouch	FRIDAY, 20th Oct., at Noon.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 24th Oct., at Noon.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 27th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPEAUX & Co.,
GENERAL MANAGERS.

Hongkong, 18th October, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Green	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Best	FRIDAY, 29th Dec., at Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE new Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 3rd November, at Noon.

SOUTH AMERICAN LINE.

In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	DATE OF SAILING.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon 1912.

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG:
To LONDON £71.10.0.
To VALPARAISO £70.0.0.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—
TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call. TO ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)
These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to—
K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct trans-Pacific service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 1st Nov., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SETTLE MARU"	6,182	WED'DAY, 29th Nov., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 14th Nov., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOY	"SOSHU MARU"	THURSDAY, 19th Oct., at 10 A.M.
TAMSIU via SWATOW, AMOY and FOCHOW	"DAIGI MARU"	SUNDAY, 22nd Oct., at 10 A.M.
FOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED'DAY, 25th Oct., at 10 A.M.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,
MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.
(1ST AND 2ND CLASSES) will leave Hongkong for
KWANG CHOW WANG AND HAIPHONG,
on WEDNESDAY, the 25th Oct., 1911, at 9 A.M.

For Passages and Freight apply to
P. THOMAS, M.M. Co.'s AGENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANTUA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MOBBA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALJOJA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of S.S. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE. £106.14 RETURN.
2nd £48.8 27.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG		Due LONDON	
	about		about	
NYANZA	Tonnage	February	7	March
NILE	7000	March	6	April
NUBIA	7000	April	3	May
SUMATRA	6000	April	17	May
NAMUR	5000	May	1	June
PALAWAN	7000	May	15	June
BORNEO	5000	May	29	July
SYRIA	5000	June	12	July
NORE	7000	June	26	August

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:
1st SALOON £55.0 SINGLE. £82.10 RETURN.
2nd £38.10 27.12

For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. A. E. Moses	9,000	WED'DAY, 25th Oct., at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 8th Nov., at Daylight.
	ATSUTA MARU Capt. Wm. Thompson	9,000	WED'DAY, 22nd Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. B. Kon	7,000	SATURDAY, 4th Nov., from Hong
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. Iritawa	7,000	TUESDAY, 7th Nov., at Noon.
	INABA MARU Capt. S. Tomioka	7,000	TUESDAY, 5th Dec., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 27th Oct., at Noon.
SHANGHAI, MOJI and KOBE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 24th Nov., at Noon.
	HAKATA MARU Capt. H. Nomura	7,000	WED'DAY, 25th Oct., at Daylight.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WED'DAY, 25th Oct., at Noon.
KOBE and YOKOHAMA	HITACHI MARU Capt. T. Yamawaki	7,000	THURSDAY, 25th Oct., Noon.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU Capt. ...	7,000	TUESDAY, 31st October.

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days)
FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The Next Steamer to sail from Hongkong:—
"KIRIN MARU," Tons 4,000, CAPT. DEGUCHI, ON 2nd Nov.

1912 PASSENGER SEASON 1912

STEAMER	Tons	CAPTAIN	From Hongkong
TANGO MARU	8,000	K. Kawan	February 14th.
KAMO	9,000	F. L. Sommer	February 28th.
AKI	7,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moses	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Mura	May 22nd.
INABA MARU	7,000	S. Tomioka	February 27th.
TAMBA	7,000	K. Noda	March 26th.
SANUKI	7,000	T. Iritawa	April 9th.
AWA	7,000	S. Tomioka	April 23rd.
INABA	7,000	S. Tomioka	May 21st.

For further information, apply to—
T. KUSUMOTO, MANAGER.
[1061-14-40]

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFARTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES.
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

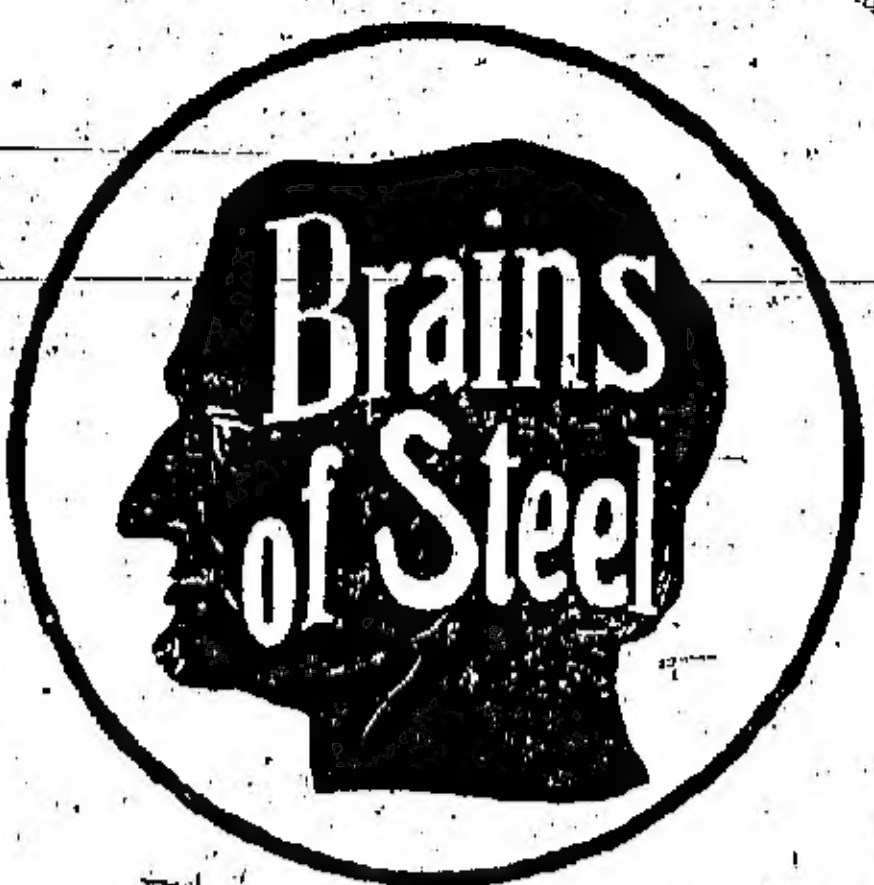
OUTWARD.	FOR ROTTERDAM, HAMBURG & ANTWERP
For SHANGHAI, KOBE & YOKOHAMA:	S.S. BELGRAVIA ... 24th Oct.
	For HAVRE, BREMEN & HAMBURG:
	S.S. SENEGAMBIA ... 28th Oct.
	For HAVRE & HAMBURG:
	S.S. BAYERN ... 8th Nov.
	For ROTTERDAM, HAMBURG & ANTWERP:
	S.S. SACHSEN ... 11th Nov.
	For HAVRE & HAMBURG:
	S.S. ARCADIA ... 16th Nov.
	For HAVRE & HAMBURG:
	S.S. FREIENFELS ... 21st Nov.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 18th October, 1911.

[12]

THE RUSSIAN GOVERNMENT ORDERED



200 "BRUNSVIGAS"
THE
CALCULATING MACHINE
More than 18,000 sold all over the World.

GRIMME, NATALIS & Co.,
BRAUNSCHWEIG.
Will be sent to your Office for inspection
you will kindly apply to
Sole Representative for Hongkong and China

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 13th October, 1911.

Kios-Cigarettes

First class
in quality and packing
Türk Tabak & Cigaretten-Fabrik, "Kios" o. Robert Böhm, Dresden.

Hongkong, 13th October, 1911.

Hoehi Extra Dry
good american
Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 13th October, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN ROUTE TO EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The York, with the German Mail, of the 20th ultimo, left Singapore on Saturday, the 14th inst., at midnight, and may be expected here to-day.

The Telemachus, with the Siberian Mail, is due to arrive here on Saturday, the 21st inst.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar will be closed in this Office on Friday, the 16th of November, 1911, at 5 p.m. This Parcel Mail is due in London on or about the 16th of December. The subsequent Parcel Mail is not due to reach London before the 30th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents.

Parcels containing any article of Gold or Silver or Silver Mounted Goods must be insured for at least part of their value. All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Regimental Buttons or Badges, Curved, Crossed or Dotted lines are not admissible. Coins must not be used for sealing.

The Clerks of the Post Office are not allowed to seal or to affix stamps on letters or parcels for the public.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

FOR	PER	DATE
Haiphong	Michael Johnson	Thursday, 19th, 8.00 A.M.
Swatow, Amoy, Takao and Anping	Sosha Maru	Thursday, 19th, 9.00 A.M.
Saigon	Laertes	Thursday, 19th, 10.00 A.M.
Swatow, and Shanghai	Hansgang	Thursday, 19th, 11.00 A.M.
Macao	Sui Tai	Thursday, 19th, 1.15 P.M.
Shanghai	Chenau	Thursday, 19th, 3.00 P.M.
Mails (Taking mails for Cebu and Iloilo) Port Darwin, Thursday, 19th, Cocktown, Cairo, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle		
Singapore	Welsh Prince	Thursday, 19th, 4.00 P.M.
Shanghai, Moji, Kobe and Yokohama	Namur	Thursday, 19th, 5.00 P.M.
Hulkow and Haiphong	Mathilde	Friday, 20th, 8.00 A.M.
Tientsin	Chipsing	Friday, 20th, 10.00 A.M.
Swatow, Amoy and Foochow	Haitan	Friday, 20th, 10.00 A.M.
Singapore, Penang and Calcutta	Kutiang	Friday, 20th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU and SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

Macao ... Sui Tai ...
Manila, Cebu and Iloilo ... Sui Tai ...
Shanghai, Moji, Kobe and Yokohama ... Sui Tai ...
Kudat and Sandakan ... Sui Tai ...
Choribon, Samarang and Sourabaya ... Sui Tai ...
Manila (Taking Mails for Cebu and Iloilo) ... Sui Tai ...
Macao ... Sui Tai ...
Chaofo and Newchwang ... Sui Tai ...
Wohaiwei and Tientsin ... Sui Tai ...
Shanghai ... Sui Tai ...
SIBERIAN MAIL TO EUROPE ... Sui Tai ...
Swatow, Amoy and Tamsai ... Sui Tai ...
Shanghai ... Sui Tai ...
Swatow, Amoy and Foochow ... Sui Tai ...

EUROPE, &c., INDIA VIA TONKIN.
Late Letters 11.00 A.M. to NOON. Extra
Postage 10 cents.
Letters posted in all the Pillar Boxes in
time for the first Clearance will be
included in this contract mail.

Peria	Registration, with late fee of 10 cents, up to 11.00 A.M.	Registration, Kowloon B.O., 9.30 A.M.	No late fee
Letters	20th, 1.15 P.M.	Friday, 20th, 3.00 P.M.	Friday, 20th, 5.00 P.M.
Letters	21st, 9.00 A.M.	Saturday, 21st, 11.00 A.M.	Saturday, 21st, 1.00 P.M.
Letters	21st, 1.15 P.M.	Saturday, 21st, 3.00 P.M.	Saturday, 21st, 5.00 P.M.
Letters	21st, 5.00 P.M.	Sunday, 22nd, 9.00 A.M.	Monday, 23rd, 5.00 P.M.
Letters	22nd, 9.00 A.M.	Tuesday, 24th, 10.00 A.M.	Tuesday, 24th, 1.00 P.M.
Letters	22nd, 1.00 A.M.	Registration, Kowloon B.O., 9.30 A.M.	No late fee
Letters	22nd, 1.00 A.M.	Registration, Kowloon B.O., 9.30 A.M.	No late fee

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

October 18th.

ON LONDON	Telegraphic Transfer	1/9 3/4
Bank Bills, on demand	1/9 3/4	
Bank Bills, at 30 days' sight	1/9 3/4	
Bank Bills, at 4 months' sight	1/9 3/4	
Credit, at 4 months' sight	1/10 1/2	
Documentary Bills 4 months' sight	1/10 1/2	
ON PARIS	Bank Bills, on demand	22 7/8
Credit, at 4 months' sight	23 1/2	
ON GERMANY	On demand	18 1/2
ON NEW YORK	Bank Bills, on demand	43 1/2
Credit, at 60 days' sight	44 1/2	
ON BOMBAY	Telegraphic Transfer	13 1/4
Bank, on demand	13 1/4	
ON CALCUTTA	Telegraphic Transfer	13 1/4
Bank, on demand	13 1/4	
ON SHANGHAI	Bank, at sight	7 1/2
Private, 30 days' sight	7 1/2	
ON YOKOHAMA	On demand	8 1/2
ON MANILA	On demand	8 1/2
ON SINGAPORE	On demand	7 1/2
ON BATAVIA	On demand	10 1/2
ON HAIPHONG	On demand	3 1/2
ON SAIGON	On demand	3 1/2
ON HONGKONG	On demand	8 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.00	
GOLD LEAF, 100 fine, per tael	\$58.00	
BAS SILVER, per oz.	24 1/2	

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$5.58 discount.
Chinese	10	\$6.10
Hongkong	20	\$5.22
Hongkong	10	\$5.00

SHARE LIST—QUOTATIONS.

HONGKONG, OCTOBER 18TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$910, sales
China Borneo Company, Limited	60,000	\$12	all	\$10 1/2, sellers
China Light and Power Company, Limited	50,000	\$5	all	\$180, sellers
China Provident Loan & Mortgage Co., Ltd.	30,000	\$1	all	\$3 1/2
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 95.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	85, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 45.
Loon-King-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 6 1/2.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 2 1/2.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$21 1/2, ex div.
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$5 1/2	all	\$50 sales
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	87, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50 sales
Shanghai and Hongkong Wharf Co., Ltd.	56,000	Tls. 100	all	Tls. 84
Green Island Cement Co., Limited	400,000	\$16	all	\$4.20, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$2 1/2
Hongkong Electric Co., Limited	60,000	\$10	all	\$2 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$30 1/2	all	\$119
Manila Metropolitan Hotel Limited	8,000	\$5	all	\$75
Hongkong Ice Company, Limited	15,000	\$1	all	\$11
Hongkong Rope Manufacturing Co., Limited	50,000	\$25	all	\$165
H'kong & South China Steam Fisheries Co., Ltd.	50,000	\$10	all	\$18, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$216
China Fire Insurance Co., Limited	20,000	\$100	all	\$127 1/2
China Trade Insurance Co., Limited	24,000	\$83.33	all	\$105.
Hongkong Fire Insurance Co., Limited	20,000	\$250	all	\$50, sellers
North-China Insurance Co., Limited	10,000	\$15	all	\$1.64
Union Insurance Society, Limited	12,400	\$250	all	\$240, buyers
Yangtze Insurance Association, Limited	12,000	\$100	all	\$223, @ Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$101, buyers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$28
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 101
West Point Building Co., Limited	12,500	\$50	all	\$47
MIXING.—				
Société Française des Charbon de Tonkin	16,000	Fes. 250	all	\$700
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3.20, sales & bu.
Peak Tramways Co., Limited	25,000	\$10	all	\$11
Philippine Co., Limited	50,000	\$10	all	\$11, buyers
REFINING.—				
China Sugar Refining Co., Limited	75,000	\$10	all	\$5, buyers
Luxon Sugar Refining Co., Limited	20,000	\$100	all	\$13.7, sellers
STAMPSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	7,000	\$100	all	\$37, sellers
Douglas Steamship Co., Limited	30,000	\$25	all	\$11 1/2
Hongkong, Canton & Macao S.S. Co., Ltd.	20,000	\$50	all	\$2 1/2
Indo-China Steam Navigation Co., Ltd.	60,000, paid.	\$5	all	\$27
Shell Transport & Trading Co., Limited	60,000, paid.	\$5	all	\$60, @ 1/40.
Star Ferry Company, Limited	2,500,000	\$1	all	\$4 1/2, sellers
South China Morning Post, Limited	10,000	\$10	all	\$2 1/2
Steam Laundry Company, Limited	10,000	\$5	all	\$17
STOKES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	6,000	\$25	all	\$6, buyers
Wm. Powell, Limited	1,200	\$10	all	\$12, buyers
Watkins, Limited	15,000	\$7	all	\$4, buyers
A. S. Watson & Co., Limited	10,000	\$10	all	\$2 1/2
Weismann, Limited	90,000	\$10	all	\$5 1/2
H. Price & Co., Ltd.	\$5,000	\$10	all	\$15, buyers
United Asbestos Oriental Agency, Limited	15,000	\$10	all	\$12, buyers
Union Waterboat Co., Limited	9,900, ordy.	\$10	all	\$4
	100 fdr.	\$10	all	\$300
	50,000	\$10	all	\$73, buyers

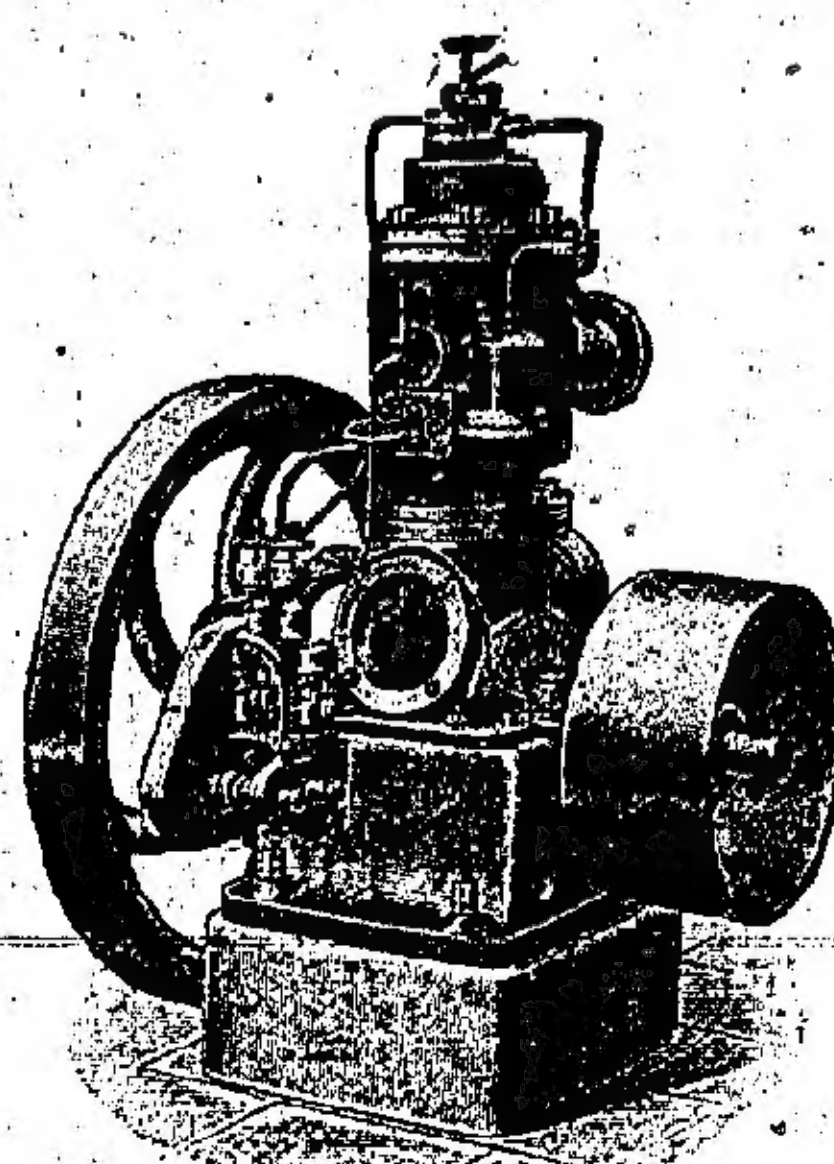
Para Rubber in London	Daily Wire	4/43 per lb.
Leads.	Amount.	Value.
Chinese Imperial 1886	Tls. 767,200	Tls. 250
		7% p. annum Par.
		VEHNON & SMYTH, Share-Brokers.

THE LATEST IN OIL ENGINES.

PETTER'S SEMI-DIESEL CRUDE OIL ENGINE

FROM 10 TO 50 BRAKE HORSE-POWER.

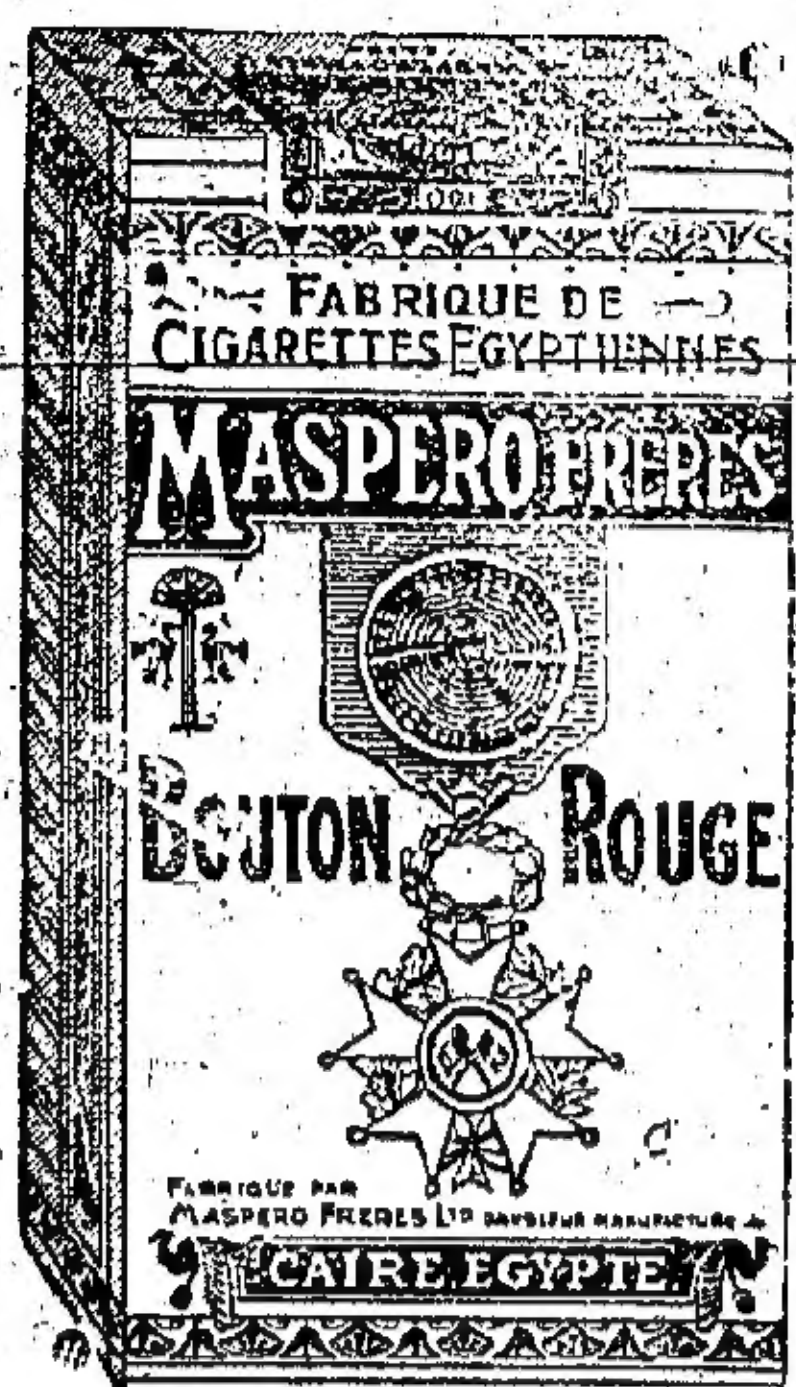
These Engines are intended for Electric Light or Pumping Stations, Factories or industrial purposes generally. The outstanding feature of merit is the low working cost which compares favourably with Suction Gas.



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STERILIZED NATURAL MILK.

GUARANTEED FULL CREAM.

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PROPRIETORS:
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TODAY Noon—Thirtieth Ordinary Meeting of Canton Insurance Office, Ltd. FORTHCOMING EVENTS. Monday, 23rd Oct.—Auction of Crown Land at Kennedy Town by Public Works Dept., 3 p.m. Thursday, 2nd Nov.—First Annual General Meeting of Sengai Rambah Rubber & Co., Ltd., 4.30 p.m. Wednesday, 1st Nov.—Meeting of the Licensing Board in the Council Chamber, 2.15 p.m. Monday, 30th Oct.—Auction of King Edward Hotel Furniture, &c., at Sales Room, by Messrs. Hughes & Hough, 3 p.m.	VISITORS TO CANTON Should Purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER," BY CAPTAIN C. V. LLOYD. With Illustrations, Maps and Plans. Price ... \$1.75 On Sale at— Hongkong: "DAILY PRESS" Office. Messrs. KELLY & WALSH Messrs. BREWER & Co. Canton: Messrs. A. S. WATSON & Co. ON SALE. A TABLE OF THE RATES OF EXCHANGE AT HONGKONG For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years FROM 1874 TO 1909. Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers
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